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[670]

Hongkong Daily Press.

ESTABLISHED 1857

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[51472]

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12.00 Noon to 1.00 p.m. Every 10 minutes.
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5.00 p.m. to 6.00 p.m. Every 10 minutes.
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SPECIAL CARS by arrangement at the
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Hongkong, 1st April, 1909. [476]



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[523]

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1.15 p.m. to 1.45 p.m. Every 15 minutes.
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Hongkong, 1st April, 1909. [476]

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CO-EFFICIENT 18/20.

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[5113]

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[560]

THE MANAGER.

Hongkong, 24th July, 1905. [565]

MANAGER.

Hongkong, 2

PARIS LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

July 29th.

REGULATIONS FOR SUBMARINES.

"There is no evil without a good"—so the old saying goes. The recent *Pluviose* disaster is the obvious reason for a long circular addressed by the Minister of Marine to the maritime prefects and the commanders of submarine stations. This circular strictly prohibits plunging in the channels leading into a port, and also forbids "attacks" on steamers or other mercantile vessels, as well as against warships not by chance. These attacks are only to be made say the new submarine rules, in the course of operations ordered by the commanding officer, and only against French warships indicated by the officer. When a submarine effects plunging operations in the neighbourhood of a port or in the roadstead it must be accompanied by a steam pinnace or a torpedo boat bearing a distinctive sign, on seeing which all vessels must keep at a certain distance, and not pass in front of the convoy. Submarines that are out for plunging exercises must also carry a special flag, which will be the signal for other vessels to keep at a distance. The semaphores will also hoist a special signal to warn ships in the neighbourhood whenever a submarine is diving.

Instructions are also given that the periscope must never be left during diving operations, and that the watcher on duty must not be disturbed in any way. When submarines make their plunges without the periscope, they are to keep at a sufficient depth to ensure that vessels passing directly above them shall not place them in any danger. When a submarine is about to come to the surface after a deep dive, it is not to emerge—except in the case of force majeure—until the officer in command is satisfied that there are no sounds indicating the presence of another vessel in the immediate neighbourhood. In this connection it is recommended that if circumstances permit, the engines shall be stopped and strict silence maintained during the necessary period of time. These instructions are to be posted upon all submarines, whether in commission or on trial.

DEATH OF A FAMOUS SINGER.

By the regrettable death at the age of 81 in this city of Mme. Delphine Ugaldé, Paris has lost a famous singer. She was already a widow when she appeared at the Opéra Comique in the "Domingo Noir" in 1848. By her impersonation of "Galata" in 1864 she took rank as one of the most brilliant stars. As directress of the "Bouffes Parisiens" she made a great hit with Offenbach's music. The venture was not, however, a financial success, and she returned to the Opéra Comique. Her later years were devoted to teaching.

THE WAR OF 1870.

The first two volumes of a monumental work entitled, "The Diplomatic Origin of the War of 1870," have just been published. It tells the story of the long chain of events which led up to the conflict between France and Germany. It is claimed that the history will be absolutely impartial, and as it is compiled from official documents preserved in the Archives it will be authoritative. Unfortunately, a number of important documents are missing from the Archivist Record Office. Among these are the papers of M. Rouher, which were taken from a chateau or mansion at Vercey by German soldiers in 1870. The work has been compiled by a commission appointed in 1907 by M. Fichon, the present Minister of Foreign Affairs. There will be eight or ten volumes in all, and the first volume deals with the affairs of Schleswig-Holstein. December, 1865, has been selected as the starting point, that is when the Saxon and Hanoverian troops entered Holstein.

The first two chapters throw an interesting light on the character of Bismarck as well as on the diplomacy of Lord Palmerston. King Edward VII, then Prince of Wales, figures as already distinctly Francophile in sentiment, but is overruled by Lord Palmerston and Queen Victoria.

THE REPRESSION OF THE HOOLIGANS.

The repression of the *épaves* or hooligans is admitted to be one of the gravest tasks confronting the Paris authorities. In the course of the debate in the Chamber some two years ago on the abolition of the death penalty, M. Briand, then Minister of Justice, declared that in his opinion one of the chief causes of the increase of criminality was the abuse of the privilege of carrying weapons and the facility with which arms can be procured. One of the first measures to be taken, therefore, if the abominable *Apache* is to be got rid of, is to make it impossible, or at all events extremely difficult, to procure the weapons which render him so dangerous an enemy of society. The Law places certain obstacles in the way of carrying arms, such as placing pocket pistols in the category of "prohibited weapons," the possession of which renders one liable to a heavy fine. But nothing is done to prevent the purchase of such weapons, and gunsmiths' shops are plentiful enough in Paris. The *Apache*, however, buys his revolver second-hand, as a rule. To all intents and purposes, the prohibition to carry arms is a dead letter. It comes into play, more often than not, after the harm is done, and sometimes an honest citizen who uses a revolver or pistol in self-defence is prosecuted by the authorities whose duty it is to protect him. The only way to stop the murderous practices of the *Apache* is to restrict the sale of weapons of all sorts, and the Sureté or Secret Police has prepared draft regulations which, if strictly carried out, would certainly cut his claws. These regulations provide that any person desiring to carry a weapon of any sort must go to the police commissary of his district and justify his request. If the commissary, after making inquiries, considers that the person may safely be trusted with a weapon, he will deliver a certificate, with a

special note to the effect that the person in question may have need of the said weapon for self-defence. Private individuals would be forbidden to exchange, sell, or even give revolvers to anyone else. If it is desired to make a gift of a revolver, the beneficiary could only accept it after obtaining the certificate from the police commissary. Second-hand weapons could be sold only to gunsmiths. In no case could minors purchase arms. The carrying of a weapon by a person without the right to do so would be severely punished, especially in the case of a second offence. The same provisions would apply to knives, daggers, knucklebones, and all other dangerous weapons. This measure may seem rather far-reaching, but it is only by the adoption of really stringent regulations such as these that the cussed hooligans will be got rid of. No half-measures to be taken.

THE "PLUVIOSE" DISASTER.

An important discovery has been made with regard to the fate of the crew of the submarine *Pluviose*. Investigation has proved that, at the moment of the collision, short circuits broke out all over the vessel, especially in the central post, where all the cables were found fused, the woodwork of the switchboard charred, and the shrouds twisted or broken. Although the rapid invasion of the water must have prevented the fire from being of any considerable duration, the powerful heat may, it is thought, quite possibly have asphyxiated the men in the central post, as well as the officer in charge of the periscope. It is even suggested that the dense smoke might have been the cause of the opening of the forward manhole. All the operations prescribed by the rules for the purpose of causing the vessel to rise had been carried out. It is even open to supposition that the fire broke out before the collision, and that it was this which rendered the crew powerless to prevent the catastrophe. *Le Temps*—which is the official organ of the French Government—points out the precedent of the English submarine *A.1.* to prove that there is nothing impossible in the supposition that the submarine was not under control at the moment of the collision, and that the men in the central post were asphyxiated by fire. *Le Temps* concludes: "If the fire on the *Pluviose* is a fact, and it is hardly open to doubt, it must have proceeded, and not followed the collision, for, given the dimensions of the two vessels, the invasion of the water was too rapid for it to have been possible to carry out all the salvage manoeuvres throughout the submarine."

DAMAGED CROPS.

Grave anxiety is growing in regard to the grain crops, which have suffered so much of late by the recent thunderstorms. The vineyards have also been greatly damaged. An agricultural crisis is feared.

BRIDGE DEAD.

Bridge is dead—at any rate in Paris. Bridge has died a natural death since the jigsaw puzzle came in. It had already been hard hit by the musical afternoon, to which all hostesses now invite crowds of people, and the ridiculous jigsaw puzzle has put the last nail in its coffin. The number of teachers of bridge on the look out for employment increases daily.

THE BIRTH RATE.

The depopulation question is never at rest in France, but notwithstanding the interest taken by public men, statistics show that the remedy is not yet to hand. During the past week Dr. Lanniongues, who was associated with Gambetta in trying to arrest the depopulation, had a measure before the Senate. According to the eminent doctor, one of the causes is the law of succession, and he wishes to revert to the law as it existed before the Revolution. M. Leroy Beaulieu, of the Institute of France, holds the opinion, which he demonstrates from statistics, that in three generations hence, the population of France, as far as Frenchmen are concerned, will require for the 15,000 acres under rubber 30,000 coolies, and other estates in proportion.

A scheme to supply Gujarati labour seems to have fallen through, owing to the Vicere's advisers not agreeing with it. It was proposed to offer lands for the labourers to settle down on after three years' work, but it was pointed out by the authorisers that the Gujaratis were not people who emigrated, and that under the circumstances the Government of India did not see their way to supporting the proposals.

A NEW FUNGUS.

The Kew authorities have been appealed to in connection with a new fungus which is attacking Para rubber trees in the Federated Malay States, and have diagnosed the samples sent them as a hitherto undescribed species. The fungus was first discovered on dead Para trees. One tree about 25 years old and 2 ft. through died suddenly, and the fungus appeared on several weeks later. Then the next tree to it died, and on it, too, eventually appeared the fungus *Eutypa caudicula*, which is in the form of a crust, hard, black, and rather brittle.

The trees attacked by this were upon investigation, found to have had their roots partly standing in stagnant water carrying decaying vegetable matter, so that probably here again deficient drainage was the radical trouble. Dr. Prain of Kew Gardens, in reporting upon it, stated that he "did not like the look of the thing at all." In all probability, however, this like other pests, can be outwitted by careful cultivation.

The European markets seem likely to have a competitor in respect of rubber auctions, for it is seriously contemplated holding fortnightly sales in Colombia. The various Colombian estates have been approached as to whether their support could be relied upon, and the *Ceylon Observer* understands that they are very unanimously in favour of the new departure.

UNITED STATES IMPORTS.

The United States imports of indiarubber in April were 6,683,223 lbs., against 7,603,101 lbs. in April, 1909, making the total imports for the ten months of the financial year 90,055,453 lbs., against 75,747,099 lbs. in 1909 and 47,376,151 lbs. in 1908. The value of the imports for the ten months of 1910 is given as \$90,217,431, or just about \$1 per lb., against \$50,514,973 or 68¢ per lb. in 1909, and \$28,512,289, or, say, 60¢ per lb. in 1908. These import figures reflect the extent to which consumption across the Atlantic has increased during the past three years, and the 1910 returns are so large as to suggest that stock must have been provided against contingencies, which, indeed, seems likely to have been the case, judging from the recent indifference of American buyers in the European markets.

The Dunlop Company have reduced the price of motor cycle tyres to the rates which prevailed prior to the boom in rubber earlier in the year, and more or less well informed, but some of which is also merely prejudice. A favourite argument against wild rubber as an investment

is its cost, which is asserted to be 2s. 6d. a lb. but the wild rubber industry has done very well with rubber at a far less price than it stands at to-day, and in considering the matter it is at least possible that costs may go up in the Middle East. Already some plantation managers there are disturbed at the labour position, as was pointed out in this column last week, and when there is a real difficulty in obtaining full labour equipment the tendency of wages is certainly not static.

It will indeed be somewhat surprising if in the natural course of events as at present developing there is not a pretty substantial rise in prices in the Middle East, while considerable outlay is inevitable upon housing accommodation and the provision of sanitation, etc., all of which has been to a great degree overlooked in the past. An active healthy coolie is valuable asset nowadays on a rubber plantation, while a sickly one is a drag upon the wheel, but it is going to cost money to look after the men properly, and, moreover, the coolies are not so blind to their own interests as not to know when the demand for their services is greater than the supply.

WILD RUBBER.

It is pretty certain that wild rubber is not doomed yet, if its doom depends upon its cost of collection, although this may be, and no doubt is, in excess of that of plantation-grown material. It seems to be the popular notion that all the wild rubber comes from the Amazon Valley and Peru, but this is a mistake, for Africa yields a very large quantity, and the same is true with Mexico. Further, it should be remembered that the trees and plants from which wild rubber is obtained grow in their natural habitat, and are therefore free from many of the risks of ill which inevitably attend plantations, and that there is no tapping of immature plants, which is more than can be said of the Middle East.

One more point. It is possible that the plantation industry will develop and thrive in the future in a way fully in accordance with the brilliant promise held out by its start; but time alone will prove this. A little too much is being taken for granted by those who seek to demonstrate that wild rubber is doomed, and if the Eastern industry steers clear of any and every sort of danger, then it will be the only one that will have survived.

COST OF PRODUCTION.

Harking back for a moment to the cost of production in the Middle East, a remarkable showing is that of the *Vallombrosa* Company, which, in its annual report, return this item of only 8.3d. per lb. for tapping, curing, packing, and transport, against 10.86d. per lb. last year, while the average total cost, including extensions to plant and upkeep of young rubber, was only 1s. 1d. per lb. Here labour seems to be plentiful, but of course this problem has not to be faced fully just yet awhile.

Some complaints of damage from unskilful tapping are coming in, and in the north of Penang island a lot of trees, it is said, are being spoiled by the system pursued, and a continuance means that all the bark of the trees will be removed, which will render them non-tappable for years to come. The system thus condemned is also practised, it is said, in other parts of Penang and the adjacent territories, where natives are in control, the white man knowing better how to proceed and recognising that the work of tapping is skilled labour.

A special commissioner who has been investigating the industry in the Middle East has been interviewed by the Ceylon Press, and has unburdened himself in his pessimistic vein on the labour question in the future. He said that "when the large acreage of the present quite young rubber comes into bearing" the highly capitalised companies will be more disappointed than ever the wisest prophets at present appear to anticipate." He pointed out, for instance, that accepting the current estimate, that two coolies per acre will be required for estates in full bearing, the Malacca Rubber Plantations will require for the 15,000 acres under rubber 30,000 coolies, and other estates in proportion.

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THE NEW SPIRIT IN CHINA.

SIR ROBERT BREDON'S VIEWS.

Sir Robert Breton, who, from the date of Sir Robert Hart's leaving in 1908 until the middle of April last, acted as Inspector-General of the Chinese Maritime Customs, is now in England, and recently had a conversation with a representative of the London *Morning Post* on the subject of Chinese affairs. Although Sir Robert Breton has retired from the position on the Chinese Board of Customs created in 1906, to which he was appointed by the Acting Inspector-General of the Maritime Customs, he will nevertheless return to Peking to take up a new post in the service of the Chinese Government.

PROVINCIAL ASSEMBLIES AND FINANCE.

The larger portion of Sir Robert Breton's conversation with the representative of the *Morning Post* was devoted to a consideration of the new Provincial Assemblies started last year and to the prospects of the Constitution, the completed development of which an Edict of the new reign has promised for the year 1917.

Sir Robert Breton remarked in regard to the Assemblies—a feature which, it may be noticed, has been remarked by almost every observer—that their formation has been almost perfect.

They are, he said, taking up business earnestly and are admirably ordered. They treat present oligarchs in their Constitution. The point of interest in regard to them, and one which has been emphasised by their opposition to the taxation proposals of the Centralised Government, is whether their ultimate tendency will be to provide the Central Government with that added strength which it so much needs or to further weaken it. "Will they," said Sir Robert Breton, "make for Home Rule or for centralisation?" At present the Chinese financial administration is really provincial, but the independence of the Provincial officials is diminished by the centralized scheme of finance, by which, theoretically at least, they are controlled. "There has been much loose talk," said Sir Robert Breton, "about Chinese finance and its reform. This finance reform must be carried out by China herself on her own lines. She may accept sympathetic assistance and advice if given from the Chinese point of view, but anything like interference is sure to be resented. The Chinese as little as anybody else like advice which savours of dictatorship. The talk of internationalising Chinese finance is absurd. Quite apart from Chinese mistrust there would be constant international jealousies and the personal jealousies of the international agents to prevent the effective carrying out of the work in detail and over the enormous areas of territory concerned. In the same way Chinese finance in the hands of any one Power would be impossible. The talk of export financial advice is also, in my opinion, purely visionary. The man who accepted such work would have to be an expert financier, who also possessed an adequate knowledge of Chinese conditions, financial and social? And where would bond owners be while a foreign financier was trying to impress some new Occidental system on nineteen semi-independent financial organisations, such as the Chinese Provinces are? What China wants is to be let alone, and not distracted by advice which she will not accept, unless it is sympathetic and given and which she will resent if it savours of either dictation or interference. Much of the foreign diplomacy is in connection with questions which tend to make difficulties between the Central Government and the Provinces, and to force conflicts. The Central Government must increase its control over the Provincial Governments and the independent Provincial Government slowly and gradually. China's policy in dealing with what one may call "his Majesty's Opposition" for want of a better term, is to reach common accord by conciliation and compromise rather than by either moral or material force."

"It is curious," said Sir Robert Breton, "how little foreigners realise the Chinese character.

A prominent Chinese official remarked to me not long ago: 'It is quite extraordinary that some of your people can come here and spend several decades and in the end know little more of us than when they came.' What China feels is that foreign intercourses are unsympathetic and unrecognising of the national Chinese difficulties.

A scheme to supply Gujarati labour seems to have fallen through, owing to the Vicere's advisers not agreeing with it. It was proposed to offer lands for the labourers to settle down on after three years' work, but it was pointed out by the authorisers that the Gujaratis were not people who emigrated, and that under the circumstances the Government of India did not see their way to supporting the proposals.

A NEW FUNGUS.

The Kew authorities have been appealed to in connection with a new fungus which is attacking Para rubber trees in the Federated Malay States, and have diagnosed the samples sent them as a hitherto undescribed species.

The fungus was first discovered on dead Para trees. One tree about 25 years old and 2 ft. through died suddenly, and the fungus appeared on several weeks later. Then the next tree to it died, and on it, too, eventually appeared the fungus *Eutypa caudicula*, which is in the form of a crust, hard, black, and rather brittle.

The trees attacked by this were upon investigation, found to have had their roots partly standing in stagnant water carrying decaying vegetable matter, so that probably here again deficient drainage was the radical trouble. Dr. Prain of Kew Gardens, in reporting upon it, stated that he "did not like the look of the thing at all." In all probability, however, this like other pests, can be outwitted by careful cultivation.

The European markets seem likely to have a competitor in respect of rubber auctions, for it is seriously contemplated holding fortnightly sales in Colombia. The various Colombian estates have been approached as to whether their support could be relied upon, and the *Ceylon Observer* understands that they are very unanimously in favour of the new departure.

A scheme to supply Gujarati labour seems to have fallen through, owing to the Vicere's advisers not agreeing with it. It was proposed

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding &c., should be addressed DAILY PRESS only, and special business after THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P. O. Box, 35. Telephone No. 12. Telegraphic Address: PRESS Codes: A.B.C. 6th Ed. Lieber's.

NEW ADVERTISEMENTS

GREEN ISLAND CEMENT CO., LTD.

A N INTERIM DIVIDEND of FIFTEEN CENTS per Share for the Six Months ending 3rd of June, 1910, will be payable on the 12th day of September, 1910, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th day of September, 1910, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 25th August, 1910.

BEKANTMACHUNG.

Die Verordnung des Kaiserlichen Generalkonsuls in Shanghai vom 27. Juli d. J. betreffend die Einfuhr von COCAIN in seinen verschiedenen Verbindungen sowie der zur Anwendung von Cocain dienenden Instrumente (abgedruckt im "OSTASIAZISCHEN LLOYD" Nr. 30 vom 29. Juli d. J.) wird hiermit auf Grund des § 51 des Gesetzes über die Konsumergesetzgebung vom 7. April 1900 für den Amtsbezirk des Kaiserlichen Konsulats Pakhoi-Hoihow, umfassend die Provinzen Leichou, Chinchou, Lienchou und Kachou in der Provinz Kansang, die Subprovinz Yulinching in der Provinz Kuangsi sowie die Insel Hainan in Kraft gesetzt.

DR. KAISERLICHE KONSUL
Dr. MERKLINGHAUS.
Pakhoi-Hoihow, den 12. August 1910.

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THE HASTINGS FISHINGLE MANUFACTURING Co., LTD.

BRITISH CANADIAN LUMBER Co., LTD.

VANCOUVER LUMBER Co., LTD.

ORIENTAL REPRESENTATIVE:

P. KEITH MACKEDIE,
THIRD FLOOR,
HOTEL MANSIONS,
HONGKONG.

NOW OFFERING
BRITISH COLUMBIA
FIR LUMBER
IN ALL SIZES, LENGTHS, AND GRADES.

Hongkong, 26th August, 1910.

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HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for Subscription Griffins for next RACES are requested to Notify the Undersigned before SATURDAY, 27th August, 1910.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 26th July, 1910.

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HONGKONG CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House, on WEDNESDAY, the 31st August, 1910, at 5.15 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,
JAMES CRAIK,
Secretary.
Hongkong, 22nd August, 1910.

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VIENNA CAFE CO., (1910) LIMITED
(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,
(Opposite Post Office.)

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)
AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.
AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, 23rd July, 1910.

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THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of

SOLIGNUM.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents.

SIEMSSSEN & CO.
(Machinery Dept.), Hongkong.

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PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

T HE DIVIDEND Declared for the Half-Year ending 30th June, 1910, at the Rate of TWO POUNDS STERLING Per Share of \$125, is Payable on and after MONDAY, the 22nd August, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
N. J. STABB,
Acting Chief Manager.

Hongkong, 22nd August, 1910.

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CHINA SUGAR REFINING CO., LTD.

NOTICE.

I N Accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this Day Declared an INTERIM DIVIDEND of 5% for the half-year ending 30th June, 1910, on the Paid-Up Capital.

DIVIDEND WARRANTS, Payable on TUESDAY, the 30th August, 1910, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 17th to 30th August, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents.

Hongkong, 12th August, 1910.

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THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a MEETING of the Directors of this Company, held at No. 64a, Bonham Strand West, Victoria, Hongkong, on THURSDAY, the 4th of August, 1910, a call of Twenty-five Dollars (\$25.00) Hongkong Currency per Share was made on all Shares of the above Company and it was determined that such call should be paid on or before MONDAY, the 17th day of October, 1910, to the undersigned, LEUNG KIN ON, a Director of the Company, at the Registered Office of the Company, No. 64a, Bonham Strand West aforesaid. In default of payment, interest at the rate of 5% per cent per mensem will be charged from the 17th day of October, 1910, until the said call is actually paid as provided in Article No. 25 of the Articles of Association.

By Order of the Board of Directors,

LEUNG KIN ON,

General Manager.

Hongkong, 15th August, 1910.

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FOR SALE

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply— G. FENWICK & CO., LTD., ENGINEERS, &c., PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906.

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ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910.

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CHEESE CHOICE CANADIAN STILTON.

60 CENTS PER LB.

THE DAIRY FARM CO., LTD.

[42]

CRACÀ & CO.

27 DES VŒUX ROAD.

Dealers in

ASIATIC POSTAGE STAMPS AND

PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE for 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Pictorial Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection Invited.

[589]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907.

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ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1910. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 30th June, 1910.

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AUCTION

PUBLIC AUCTION OF

VALUABLE LEASEHOLD PROPERTY.

THE Undersigned will Sell by PUBLIC AUCTION.

On THURSDAY,

the 8th SEPTEMBER, 1910, at 12 o'clock (Noon),

at his SALES ROOMS, Duddell Street,

IN ONE LOT.

All those pieces or parcels of ground situate at Kowloon Point and registered in the Land Office respectively as THE REMAINING PORTION of SECTION "A" of KOWLOON INLAND LOT No. 441, and THE REMAINING PORTION of SECTION "B" KOWLOON INLAND LOT No. 441, with the European Dwelling House thereon known as "GLENTHORPE" Kimberley Road.

The Property is held for the residue of the term of 75 years from the 24th June, 1888, created by the Crown Lease of Kowloon Inland Lot No. 441.

Total Area 26,738 square feet.

Total annual Royal Rent \$122.22.

For further particulars, Conditions of Sale and inspection of place, apply to

GEO. F. LAMMERT, Auctioneer.

Hongkong, 25th August, 1910.

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GENTLEMEN: WE HAVE SOMETHING TO SUIT YOU!

JUST UNPACKED A FINE STOCK

of Gentlemen's HOSE (SOCKS)

assorted Shado and Designs, also HOSE

GARTERS, BRACES, SCARF PINs,

STUD and SLEEVE BUTTONS. Best

Quality of PEARL BUTTONS, WAIST

COATS and COATS, FANCY NECK TIES

and SCARFS, DEES TIES, Black and White

HANDKERCHIEFS, PLAIN and HEM

SHITCH, COTTON and LINEN, DRESSING

HAIR BRUSHES and COMBS,

&c., &c., &c.

HOOSAIN-ALI & CO.,

No. 14, Queen's Road Central.

Hongkong, 13th July, 1910.

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NEW CARTRIDGES.

BY popular English Manufacturers. In

all Bores and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSSG. at \$6, \$7 and

\$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

"PLASMON COCOA"

which YIELDS A BEVERAGE OF MUCH GREATER NUTRITIVE VALUE THAN ORDINARY COCOA, was found to contain Phosphorus equal to 2.32 per cent."

—British Medical Journal, 19th Feb., 1910.

PLASMON is used by the ROYAL FAMILY.

Plasmon, Plasmon Cocoa, Plasmon Chocolate, and Plasmon Biscuits of all Chemists, Grocers, and Stores.

PLASMON, LTD., LONDON, ENGLAND.

A TALK WITH EDISON. ABOUT THE FUTURE OF FLYING MACHINES.

AMAZING TALES OF SOME OF HIS INVENTIONS

A fascinating interview with Edison, the great American inventor, appears in *Munsey's Magazine* for July. Sixty-four years of age, and still hard at work, Edison has crowded into his life unique record of public utility and invention. Here is the way in which experiments with the telephone led him to the invention of the phonograph:

AT HISTORIC EXPERIMENT.

"Edison, Bell, and Gray had been working on a new kind of telegraph. They were trying to do away with the clicker at each end of the wire by substituting tuning-forks, which would sing sounds that meant letters. Edison was experimenting with diaphragms stretched over small box-frames. Edison noticed that the sound-waves produced by his vocal chords greatly agitated the diaphragm. Possessing for a moment the dachshund spirit, he rigged up little paper figures of men and women. The diaphragm made them dance."

"Quite accidentally Bell discovered that he could hear his assistant's voice over the wire. That ended the experiments with the telegraph; and, with the telephone discovered by Bell, it looked, for a time, as if the dancing paper dolls would constitute about the only pleasure that Edison would derive from the experience, though he afterwards made the telephone a commercial success by inventing the first transmitter."

INVENTING THE PHONOGRAPH.

"However, the dancing of the paper dolls made Edison think. The power of the voice to agitate the air had been visualized. What could he do with this power?"

"In those days," said Edison, "my assistants were working by the piece, and it was my custom, when I sketched out a design for a model, to mark on the sketch the price I was willing to pay for making the model. So I sketched out my idea of a talking machine, marked 'fifteen dollars' on it, and gave it to a man."

"What's this for?" he asked.

"Oh, that's a machine to talk," I replied.

"Word that I was working on a talking machine went quickly around among the hundred employees in the laboratory, and soon the place was buzzing with it. The day the man brought me the finished model, and pretty nearly everybody in the laboratory came with him to deliver it. It's wonderful how working men become interested in inventions. When I finished the electric light, I discharged fifty on labourers—had no further use for them—but they wouldn't quit; stayed right along just the same."

AN AMAZED CROWD.

"So, when they all gathered around me, I said to the man who made the model:

"Bill, get me a tiny tin foil now, and we'll make this thing talk."

"I wrapped the foil around the cylinder, placed the needle of the diaphragm against it, and shouted into the funnel what were to be the first words ever spoken by a machine:

"MARY HAD A LITTLE LAMB."

"Its fleece was white as snow,
And everywhere that Mary went
The lamb was sure to go."

"This done, I set the needle back where it started, turned the cylinder with a crank, and the machine repeated what I had said so plainly that everybody could hear it. I never saw such an amazed crowd of men."

PHOTOGRAPHS & STENOGRAPIES.

"I tried the best I could," said Edison, "to make photographic supplant stenographers, but I couldn't do it. The stenographers themselves beat me. They would get the machine out of order and declare that it wouldn't work. Business men believed them, and for more than fifteen years the phonograph lay practically dormant."

"Ten or twelve years ago we made a record of a song. I don't know how we came to do it—I have forgotten. But the song was reproduced so well that I got an idea. I said to myself:

"If I can't make people use the phonograph in their business, I will see if I cannot make them use it for their pleasure."

"So I hired a few singers, and made some song records. I was not long left in suspense. The songs caught on at once. The phonograph, after fifteen long years of waiting, had arrived. New phonographs are sold by the thousand all over the world. The patents have expired, and anybody can make them. Of course, every manufacturer has a few patented features of his own, but the principle of the machine is the world's property. And now that the phonograph has made good in a field for which it was not intended, it is working its way into the field for which it was originally designed. Thousands of business men are dictating their letters to talking-machines."

EDISON INVENTS THE INCANDESCENT LIGHT.

"The fact that I know so many things that will not work never helped me more than it did when I was inventing the incandescent electric light. I wanted to turn a current of electricity upon some substance of great resisting power that would not burn. I can over in my mind the many things that might be used, and determined to try carbon. The carbon must be shaped like thread, and I made up my mind to use thread. I took a piece of Clark's cotton—"O. N. T." as it used to be called—looped it around in a bulb as it ought to be, burned it to an ash without breaking it, exhausted the air, and turned on the current. Instantly there was light—three or four candle-power."

"The minute that light shone, I had proved the feasibility of what I was trying to do—divide the big arc-light into a greater number of small lights. Brush, of Cleveland, had invented the arc-light, but everybody said a small electric light could not be made."

THE PROBLEM OF CARBON.

"The next question was how long my small light would burn. My assistants and myself sat down, the glowing bulb, determined not to leave it until it should glow no more. We sat there all night. Still it was burning. We sat there all day. The light shone on. During the next night we made a pool on how long it would last. It did not go out until the following morning."

"Then I knew that, while carbon was the proper material to use as a filament, thread was not the best substance of which to make the carbon. I wanted to make a commercially successful electric light. A lamp that would burn only forty hours could never displace gas."

"It struck me I could make a better carbon by burning the sort of bamboo that is used for fish-poles. I sent for a pole and tried it. The experiment was even a greater success than I had dared to expect. The lamp burned for more than a week. I sent telegraphic orders to buy all the bamboo fish-poles on the market. Within the week I had four thousand dollars' worth of poles piled up in various cities throughout the country."

A WORLD-SEARCH FOR BAMBOO.

"But I didn't stop at that. I at once sent men to scour the world for the best kind of bamboo. I sent one man to Ceylon, another to

China, another to Japan, two to South America, and one to the West Indies. Each of these men had exact information with regard to the kind of bamboo I wanted, and each carried a microscope with which to examine each samples as might be placed before him."

"The man I sent to Japan found the material that was most nearly suited to my needs. He ran across a Japanese who had something like a hundred and fifty acres out to bamboo. This Japanese was a very intelligent man, and the next year he undertook, by cross-breeding, still further to improve the quality of his poles. Within four years he produced bamboo that was perfect."

"These Japanese are a wonderful people, and the fruits of skill are great—but wait!"

"That Japanese must be a very rich man now, isn't he, after having had your trade all these years?" I asked.

"As Mr. Edison does not hear well, it was necessary to repeat the question. When he did hear it, he laughed:

"Not that I know of," he replied. "We didn't buy from him very long. I invented a clever way of producing carbon, and bamboo fish-poles are again used chiefly for fishing purposes."

EDISON'S HARDEST BATTLE.
"The discovery of a satisfactory material for film did not, however, complete the invention of the electric light. The light was in existence, but no way had yet been devised, to use it. There was no such thing as a meter to measure the current, and none of the equipment that is to-day a matter of course. All this Edison had to devise and introduce."

"The invention of the light," he said, "was really the smallest part of the task. Altogether it took me two years to put the light on the market. We worked night and day. Every body worked. My laboratory was then at Merle Park, and all of us slept in it. There were a hundred of us, many of whom were common labourers. Everyone was called after he had slept four hours. Everyone worked a twenty-hour day. Even the common labourers did complain? Not much. They were as much interested in the light as I was. We were a jolly crowd. I had an organ brought to the laboratory, and we listened to music as we worked. Oh, those were great days!"

"I let for some reasons. I wouldn't want to live them over. Never, before or since, was I compelled to put up such a fight. The few companies, all over the country, were determined that I should not succeed. They had a tremendous investment that they believed would be ruined unless I failed. Even now, I should not like to tell of the things they did."

GAS FIGHTS ELECTRICITY.

"One of their hired hars over-stepped himself a little, and was really responsible for the increased efficiency of my light. He ridiculed me in a particularly offensive way, and pooh-poohed the idea that a small incandescent lamp could ever be more than a toy. I read what he said at a time when I thought I had made the light as good as I could. What he said made me so angry that I tackled the job again. I said we would make that light so good that none could dispute its merits. I did too. I improved the light after I thought I had finished it. That, finally, by prodding me on, performed a real service for mankind."

"Mr. Edison had some very interesting things to say of the future of the flying-machine. I am suspicious of the type of flying machine that is now in use. Flying-machines have developed too rapidly—to easily. I believe the flying-machine is destined to revolutionize our methods of communication and transportation. I believe that within ten years it will be carrying mails and a few passengers—but not in its present form. Now it is a machine for sport. Flight is seventy-five per cent, a matter of machine and twenty-five per cent, a matter of man. The man ought not to figure so much. The machine should be so efficient, so easily controlled, that any man of ordinary intelligence could quickly learn to operate it."

THE FUTURE FLYING MACHINE.

"I believe that the present machines are built on the wrong principle. They can't lift themselves. It is necessary to propel them along the ground until the resistance of the air against their planes causes them to rise. I believe a flying machine can be built, and will be built, within ten years, that will lift itself and go off to its destination in all kinds of weather at the rate of a hundred miles an hour. It doesn't take long to perfect an invention after it is once started. Look how quickly the perfect automobile came. The Wright Brothers have made a fine start, and are entitled to all credit for having made it, but the finish is yet to come."

"With increasing brain power Edison believes that the world will develop infinitely better inventors than those of to-day."

LATEST STEAMER MOVEMENTS.

The Bank Line Ltd.'s str. *Sovereign* sailed from Moji on the 25th instant morning, and is due at this port on the 29th instant p.m.

The Shire Line str. *Glamorgan* left Singapore for Hongkong on the 24th inst., and may be expected here on or about the 29th inst.

The C.P.R. Co.'s str. *Montague* arrived at Kobe at 11.30 a.m. on the 25th instant, and left again at 4 p.m. same day for Yokohama, where she is due to arrive at 2 p.m. on the 26th inst.

The P. & O. S. N. Co.'s str. *Nore* is expected to arrive at Penang on the 25th instant, at 6 a.m.

IF YOU SUFFER

FROM
HEADACHES, FLATULENCY, PALPITATION, INSOMNIA,
INDIGESTION, LANGUOR, BILIOUSNESS,
ACIDITY, LOSS OF APPETITE,
OR CONSTIPATION,

a course of Mother Seigel's Syrup will quickly set you right. It is a highly concentrated vegetable compound, having direct action on the stomach, liver and kidneys. It promotes healthy digestion and excretion, expels all impurities from the system, enriches the blood, and thus imparts health and tone to every part of the body.

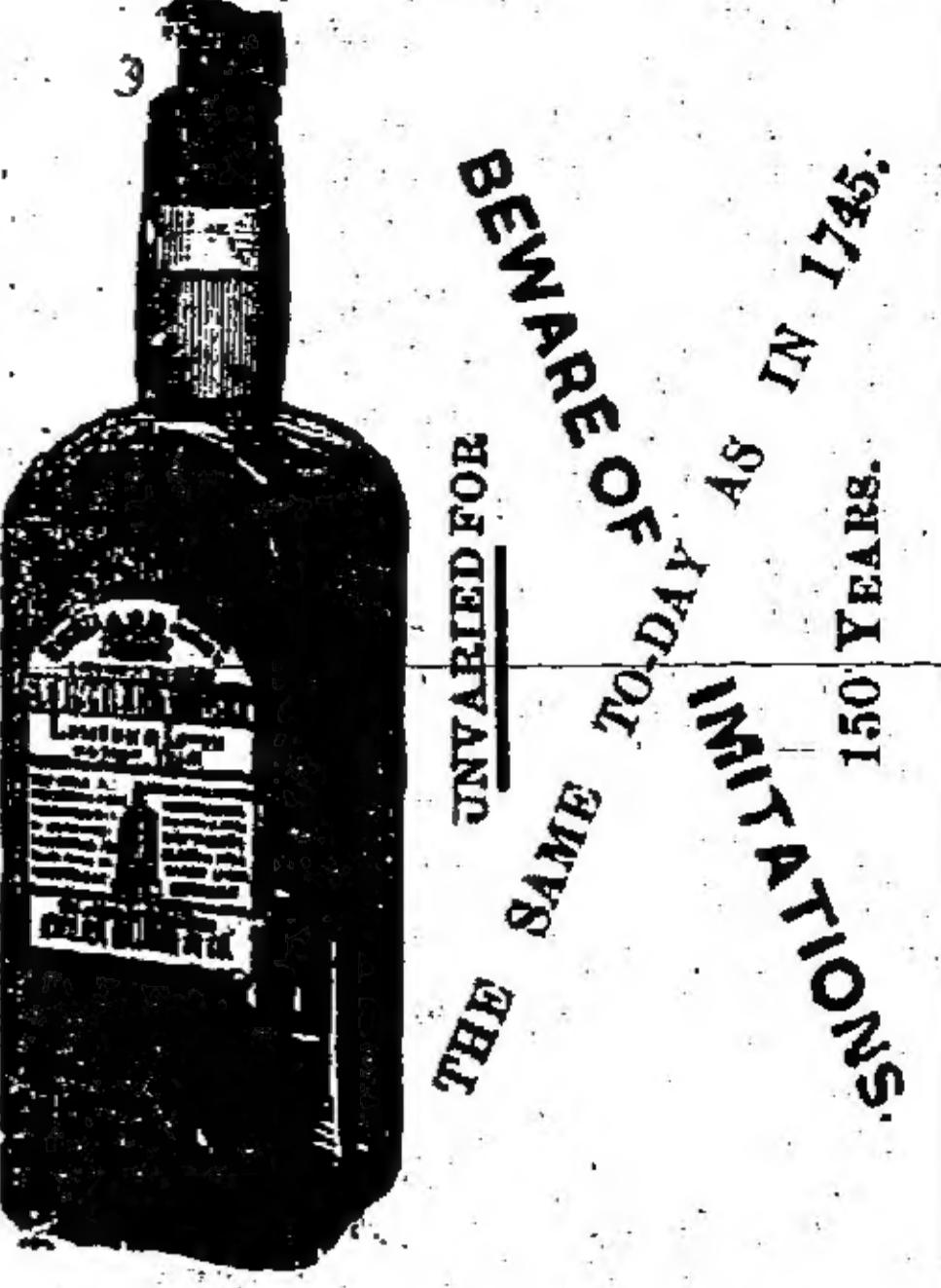
MOTHER SEIGEL'S SYRUP

Thousands of men and women are every year cured of indigestion and other stomach and liver disorders by Mother Seigel's Syrup. Their testimony, given without fee or reward, affords convincing proof that Mother Seigel's Syrup possesses curative and strengthening properties not found in any other medicine. "Mother Seigel's Syrup speedily cured me of indigestion of ten years' standing" says Mr. W. Henry, 2, Ward Street, East London.

WILL CURE YOU

TAKE IT DAILY AFTER MEALS.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, HULL, LONDON AND STRAITS.

THE Steamship

"GLENAVON."

Capt. B. Woodfenden, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 26th instant, at 3 p.m.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO., Agents.

Hongkong, 20th August, 1910. [964]

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAVELL."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra-hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 27th inst., at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on the 27th inst. No Claims will be admitted after goods have left the godown, nor will they be recognized if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 22nd August, 1910. [971]

FROM EUROPE.

THE H.A.L. Steamship

"HELLAS."

Captain Vassler, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

Optimal cargo will be carried on unless notice to the contrary is given before To-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th Aug. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 27th Aug., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on cargo:

Ex.s.s. "Graf Waldersee" from New York.

Ex.s.s. "Göteborg" from Göteborg.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 22nd August, 1910. [970]

NORDDEUTSCHE LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE

FORTHCOMING EVENTS.
Wednesday, 31st Aug.—Extraordinary General Meeting of Hongkong Club, 5.15 P.M.
Thursday, 8th Sept.—Auction of Valuable Household Property at Sales Rooms, by Mr. Geo. P. Lamont, Foon.

SHIPPING.

ARRIVALS.

AIRLINE, Australian str., 1,560, Shaw, 25th Aug.—Sydney via Ports 26th July—Gibb, Livingston & Co.
ANHUI, British str., 1,350, J. B. Harris, 24th August—Shanghai 21st August, General Butterfield & Swire.
CANT. DIEDERLICHSEN, German str., 774, Chr. Jorgenson, 24th Aug.—Pakho 22nd and Hollow 23rd August, General—Jebson & Co.
CHIANGHAI, Chinese str., 1,177, C. Stewart, 24th August—Shanghai 21st August, General—C. M. S. N. Co.
KUENCHOW, British str., 1,215, G. Hooker, 25th August—Swatow 24th August, General—Butterfield & Swire.
PEKIN, Russian str., 2,757, O. Tideman, 25th August—Moji 20th August, General—M. Clerc & Co.
SUNDIA, British str., 2,987, R. A. Peters, 25th August—Yokohama via Ports 9th August, General—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
25th August.
Anhui, British str., for Canton.
Glencash, British str., for Bangkok.
Haching, British str., for Swatow.
Hangang, British str., for Shanghai.
Kuching, British str., for Canton.
Pern, Russian str., for Singapore.
Sunda, British str., for Singapore.

DEPARTURES.

25th August.
BRAEMAR, British str., for Singapore.
BUJAIN MARU, Japanese str., for Shanghai.
CHONGMINGH, British str., for Tsingtao.
CHINHUA, British str., for Shanghai.
CHIYUEN, Chinese str., for Canton.
CHOISUNG, German str., for Bangkok.
HOSPANG, British str., for Saigon.
HUPH, British str., for Kobe.
KANG, British str., for Ningpo.
KITO MARU, Japanese str., for Moji.
MANDASAR MARU, Japanese str., for Miiko.
MATILDE, German str., for Hollow.
PRINZ LUDWIG, German str., for Europe, &c.
QUINTA, German str., for Bangkok.

VESSELS EXPECTED.

THE INDIAN MAIL.
The Appear str. from Calcutta left Singapore on the 20th instant afternoon, and may be expected here to-day.
The Indo-China str. Nansang left Calcutta for the Straits and Hongkong on the 22nd inst., and is due here on or about the 7th prox.
THE FRENCH MAIL.
The M.M. str. Tourane, with the French Mail of the 31st July, and mails from London of the 30th July, will leave Saigon on the 26th instant, at 7 a.m., and is expected to arrive here on Monday, the 29th instant, at daylight.
THE AUSTRALIAN MAIL.
The N.Y.K. str. Yuraku Maru (Australian Line) left Thursday Island for this port via Manila on the 18th instant, and is expected here on the 29th instant.
THE CANADIAN MAIL.
The C.P.R. Co.'s str. Empress of India left Vancouver on the 17th instant p.m., for Hongkong via the usual ports of call.

THE AMERICAN MAIL.

The P.M. str. Mongolia left San Francisco on the 12th inst., for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 5th prox.

The T.K.K. str. Tenyo Maru sailed from San Francisco on the 16th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki, and Shanghai, and is due to arrive at this port on the 13th prox.

MERCHANT STEAMERS.

The H.A. Linie str. Saxonia left Foochow on the 24th instant a.m., and may be expected here to-day.

The Mogul Line str. Paham sailed from the United Kingdom on the 2nd instant for Hongkong via Straits.

The Appear str. Arration Appear from Shanghai and Kobe left Moji on the 23rd instant morning, and may be expected here on or about the 23rd inst.

The O.S.K. str. Tacoma Maru from Tacoma, left Moji for this port via Manila on the 19th instant, and is expected to arrive here on or about the 30th instant.

The H.A. Linie str. Amoria left Singapore on the 24th instant a.m., and may be expected here on or about the 30th instant a.m.

The O.S.K. str. Panama Maru left Tacoma for this port via Japan and Manila on the 6th instant, and is expected to arrive here on or about the 13th prox.

PASSENGERS.

ARRIVED.
Per Anhui, from Shanghai, Messrs Cowper, Manors, Smith and Kerr.

Per Sunda, for Hongkong, from Kobe, Mr. H. Bonden; from Kobe, for Bombay, Mr. D. M. Lane; for London, Mr. A. Dunford, Mr. W. Wakefield, Mr. J. Cox and Mr. J. W. Whitfield; from Shanghai, for Singapore, Mr. W. Webb; for Penang, Dr. and Mrs. K. Ward; for London, Miss Deuch.

Per Prinz Ludwig, for Hongkong, from Yokohama, Mr. Flanagan, Mr. Maher, Lugh and Mr. L. Sanbath; from Kobe, Mr. Mitani; from Nagasaki, Mr. M. Companio, Mr. S. Guerin and Mr. S. Tanchiya; from Shanghai, Mr. Baring, Mr. Britto, Mr. Gutters, Mr. E. Romelius, Mr. Sozumi and Mrs. Nakai; for Kobe, Mr. Y. Saito, Mrs. Ichiboshi and wife, Mrs. Sakaguchi; for Yokohama, Mr. K. Bing, Mrs. and Miss W. Nichols, Mr. W. Nichols and Mr. P. W. Arman.

PER DEPARTED.
Per Budow, for Shanghai, Messrs J. W. Bandow, H. C. Wilson, J. S. Gray, W. Richardson, N. Evanson, J. D. Logana, J. G. Vassan, A. H. M. de Silva, A. Heram, Mrs. and Miss Grunberg, Miss A. L. Romelius, and V. C. Swimming Team, for Nagasaki; Mr. Nagano, Mr. Sozumi and Mrs. Nakai; for Kobe, Mr. Y. Saito, Mrs. Ichiboshi and wife, Mrs. Sakaguchi; for Yokohama, Mr. K. Bing, Mrs. and Miss W. Nichols, Mr. W. Nichols and Mr. P. W. Arman.

Per Prinz Ludwig, for Bremen, Mr. S. E. Alana, Miss J. W. Benedict, Madame Biberte, Mr. C. Bolus, Mr. Ingenieur Böttcher, Madame Buss, Mr. and Mrs. Campbell and child, Mrs. Coombe, Schwester Evangeline, Mr. L. Fevre, Mr. and Mrs. Gatschiner, Mr. W. Geiss, Mr. and Mrs. J. B. Gossen, Mr. Grimes, Mrs. H. Gut and children, Miss Hedwig de Hesse, Capt. and Mrs. Hammond, Mr. and Mrs. Hotelz, Mr. Heyer, Mr. Hildebrandt, Mr. Hogan, Mr. W. Jolly, Mr. P. Llewellyn, Mrs. Macfarlane, Mr. P. Mayer, Schwester Helen Margaret, Mr. W. Michaelis, Mr. and Mrs. Octopus, Mr. W. C. Pierce, Capt. E. A. Prickard, Mr. John G. Roberts, Mr. Ross, Mr. D. C. Salmon, Mr. P. Schaffranch, Mr. Schmidt, Mr. E. Schroder, Mr. J. H. Sharpe, Mr. St. Skovira, Mr. and Mrs. Tran and child, Mr. Th. van Vliet and family, Mr. E. S. Warrington and Mr. Fred. Wenzel.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & CO.	CREW.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA ...	Brit. str.	-	F. J. Fox	P. & O. S. N. Co.	About 7th Sept.
LONDON, &c., VIA USUAL PORTS OF CALL	ARCADIA ...	Brit. str.	-	S. Barham	P. & O. S. N. Co.	On 3rd Sept., at Noon
ROTTERDAM, HAMBURG & ANTWERP, &c.	LIBERIA ...	Ger. str.	k.w.	Knusiel	HAMBURG-AMERICA LINE	On 14th Sept.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA ...	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 23rd Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	BALKONIA ...	Ger. str.	k.w.	Balle	HAMBURG-AMERICA LINE	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA ...	Ger. str.	k.w.	Rauss	HAMBURG-AMERICA LINE	On 3rd Sept.
MARSEILLES, &c., VIA PORTS OF CALL	SPAZIA ...	Ger. str.	k.w.	Fras	HAMBURG-AMERICA LINE	On 12th Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRALIA ...	Fren. str.	-	Monton	MESSAGERIES MARITIMES	On 30th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU ...	Jap. str.	1 m.	N. Mathieson	NIPPON YUSEN KAISHA	On 31st inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU ...	Jap. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 8th Sept., at 5 P.M.
MARSEILLES & HAMBURG VIA STRAITS, &c.	MIYAZAKI MARU ...	Jap. str.	-	T. Murai	NIPPON YUSEN KAISHA	On 14th Sept., at D'light
MARSEILLES & HAMBURG VIA STRAITS, &c.	AMERIA ...	Ger. str.	k.w.	Deinat	HAMBURG-AMERICA LINE	On 1st Oct.
MARSEILLES & HAMBURG VIA STRAITS, &c.	SILESA ...	Aus. str.	-	E. Radonicich	SANDER, WIELER & CO.	On 27th inst., P.M.
MARSEILLES & HAMBURG VIA STRAITS, &c.	LENOX ...	Brit. str.	-	F. S. Cowley	DODWELL & CO., LTD.	About 3rd Sept.
MARSEILLES & HAMBURG VIA STRAITS, &c.	SUPERIC ...	Brit. str.	1 m.	-	DODWELL & CO., LTD.	On 27th Sept.
MARSEILLES & HAMBURG VIA STRAITS, &c.	EMPEROR OF CHINA ...	Brit. str.	2 m.	-	CANADIAN PACIFIC R. CO.	To-morrow, at 6 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTENA ...	Brit. str.	-	S. Yamakawa	CANADIAN PACIFIC R. CO.	On 8th Nov., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU ...	Jap. str.	-	H. Yamamoto	NIPPON YUSEN KAISHA	On 13th Sept., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TACOMA MARU ...	Jap. str.	-	K. Kawami	OSAKA SHOSEN KAISHA	On 7th Sept., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IBA MARU ...	Jap. str.	-	-	NIPPON YUSEN KAISHA	On 11th Oct., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIWAN MARU ...	Jap. str.	1 m.	L. Dawson	TOYO KISEN KAISHA	On 22nd Oct., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANO MARU ...	Jap. str.	2 m.	M. Winckler	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ SIGISMUND ...	Ger. str.	-	D. Leas	NIPPO YUSEN KAISHA	On 2nd Sept., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU ...	Jap. str.	-	T. Sekine	NIPPON YUSEN KAISHA	On 10th Sept., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IVO MARU ...	Jap. str.	-	T. Sekine	NIPPON YUSEN KAISHA	On 30th Sept., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU ...	Dut. str.	-	Zwart	JAVA-CHINA-JAPAN LINE	On 1st Sept., at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TULIATAP ...	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUEICHOW ...	Brit. str.	2 m.	Kensie	JARDINE, MATTHESON & CO., LTD.	On 30th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHIPEUNG ...	Brit. str.	-	F. Mooney	JARDINE, MATTHESON & CO., LTD.	To-day.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HANGSAN ...	Brit. str.	-	A. E. Sandbach	JARDINE, MATTHESON & CO., LTD.	On 26th Sept., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMERIA ...	Brit. str.	k.w.	Deinat	JARDINE, MATTHESON & CO., LTD.	On 29th inst., P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAISHING ...	Brit. str.	-	Richard	JARDINE, MATTHESON & CO., LTD.	On 31st inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKHUI ...	Brit. str.	-	Lancelin	JARDINE, MATTHESON & CO., LTD.	To-day.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOURANE ...	Fren. str.	-	A. Moeker	JARDINE, MATTHESON & CO., LTD.	On 26th Sept., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU ...	Jap. str.	-	B. W. H. Snow	JARDINE, MATTHESON & CO., LTD.	On 29th inst., P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DELTA ...	Brit. str.	-	G. Meiers	MELCHERS & CO.	On 31st inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DEREFLINGER ...	Ger. str.	k.w.	G. Philippis, E.N.R.	HAMBURG-AMERICA LINE	About 1st Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ALIESIA ...	Brit. str.	-	M. B. Lake	P. & O. S. N. CO.	On 6th Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRANQUEBAR ...	Brit. str.	-	A. Pander	MELCHERS & CO.	On 10th Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI ...	Brit. str.	-	Y. Yamamoto	JARDINE, MATTHESON & CO., LTD.	On 12th Sept., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI, KOBE & YOKOHAMA ...	Brit. str.	-	H. Munayama	JAVA-CHINA-JAPAN LINE	Quick despatch
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI, KOBE & YOKOHAMA ...	Brit. str.	-	W. C. Passmore	DOUGLAS LAPRAK & CO.	On 28th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI, KOBE & YOKOHAMA ...	Brit. str.	-	A. H. Stewart	DOUGLAS LAPRAK & CO.	On 28th inst., at 11 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI, KOBE & YOKOHAMA ...	Brit. str.	-	J. W. Evans	DOUGLAS LAPRAK & CO.	On 30th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI, KOBE & YOKOHAMA ...	Brit. str.	-	A. E. Hodgins	JARDINE, MATTHESON & CO., LTD.	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI, KOBE & YOKOHAMA ...	Brit. str.	-	B. Rodger	SHEWAN, TOME & CO.	On 2nd Sept., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI, KOBE & Y					

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 1st Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA	Noon, 3rd Sept.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA	About 7th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. G. Phillips	About 8th Sept.	Freight and Passage.
For further Particulars, apply to	E. A. HEWETT, Superintendent		

Hongkong, 26th August, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 28th Aug., Daylight
CHEFOO & TIENSIN	"KUEICHOW"	On 29th Aug., 4 P.M.
MANILA	"TEAN"	On 30th Aug., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKPORT, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 31st Aug., 3 P.M.
CHEFOO & NEWCHANG	"NANCHANG"	On 3rd Sept., 4 P.M.
BUTTERFIELD & SWIRE, AGENTS.	"LINTAN" and S.S. "SANUL."	DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
For Freight or Passage apply to—		

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE

Passenger must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE: \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 26th August, 1910.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Friday, 26th Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 26th Aug., 3 P.M.
MANILA	"YUENSANG"	Friday, 26th Aug., 4 P.M.
SHANGHAI	"WAISHANG"	Sunday, 28th Aug., Daylight
SANDAKAN	"MAUSANG"	Monday, 29th Aug., 5 P.M.
TIENSIN	"CHIPSHING"	Tuesday, 30th Aug., Noon.
MANILA	"LOONGSANG"	Friday, 2nd Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Monday, 12th Sept., Noon.
RETURN TOURS TO JAPAN.		

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "POOXSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang, Tsinan, Josselson and Luban.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD., GENERAL MANAGER.

Hongkong, 26th August, 1910.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

OCCUPYING 9 to 10 Days.

STEAMERS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Pessmore	FRIDAY, 26th Aug., at 10 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 30th Aug., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodges	FEIDAY, 2nd Sept., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 23rd Aug., at 11 A.M.
		WED'DAY, 31st Aug., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier).

During the Months of August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGER.

Hongkong, 25th August, 1910.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	On 10th September
For Further Particulars apply to	MELCHERS & CO., AGENTS.	Hongkong, 18th August, 1910.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK. TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD. HOMEWARD.

FOR SHANGHAI, KORE & YOKOHAMA	FOR HAVRE & HAMBURG
S.S. AMBRIA	S.S. SAXONIA
S.S. ALESIA	S.S. SAMBIA
S.S. C. FERD. LAEISZ	S.S. SPEZIA
S.S. SENEGAMBIA	S.S. LIBERIA
S.S. SUEVIA	S.S. DENADIA

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 24th August, 1910. Hongkong Office. [1]

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJILATJAP	JAVA	Second half of Aug.	JAPAN	First half of Sept.
TJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

Java Buildings, 1st Floor.

Hongkong, 22nd August, 1910.

Telephone No. 375.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA	"TACOMA MARU"	6,178	WED'DAY, 7th Sept., at Noon.
VIA KEELUNG, MOJI, KOBE and YOKOHAMA	Capt. H. Yamamoto		
VICTORIA, B.C. & TACOMA	"PANAMA MARU"	6,059	WED'DAY, 21st Sept., at Noon.
VIA MOJI, KOBE and YOKOHAMA	Capt. T. Ogata		

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates.

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MANUFACTURERS OF

GENUINE ROLLED GOLD JEWELRIES: NECKLETS,
BRACELETS, BROOCHES, SCARF-PINS, WATCH-CHAINS, &c.
SMALL LOT FOR SALE.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-4

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
ROUTE TO EUROPE.

The Chénan, with the Siberian mail, is due to arrive here on Sunday, the 28th inst.
The Tourane, with the French mail of the 29th ult., left Saigon on Friday, the 26th inst.,
at 7 a.m., and may be expected here on or about Monday, the 29th inst., at daylight.

FOR	P.R.B.	DATE
Swatow, Amoy and Foochow	Haiching	Friday, 26th, 9.00 A.M.
Swatow	Helene	Friday, 26th, 10.00 A.M.
Shanghai	Hangang	Friday, 26th, 11.00 A.M.
Macao	Sui Tai	Friday, 26th, 1.15 P.M.
Singapore, Penang and Calcutta	Kumsang	Friday, 26th, 2.00 P.M.
Manila	Yuenang	Friday, 26th, 3.00 P.M.
Port Bayard	Siuehong	Friday, 26th, 4.00 P.M.
Port Bayard, Hoikow and Pakhoi	Carl Diederichsen	Saturday, 27th, 9.00 A.M.
Saigon	Quarta	Saturday, 27th, 9.00 A.M.
Bangkok, Penang and Calcutta	Paklat	Saturday, 27th, 10.00 A.M.
Manila	Silesia	Saturday, 27th, 10.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Hubi	Saturday, 27th, 10.00 A.M.
	Typonas	Saturday, 27th, 10.00 A.M.
KEELUNG, SHANGHAI, NAGASAKI, KOREA, YOKOICHI, YOKOHAMA, HONOLULU & SAN FRANCISCO	Chiyo Maru	Printed Matter and Sam- ples 10.00 A.M. Registration 10.00 A.M. (Registration, with late fee of 10 cents up to 11:30 A.M.)
Macao	Sui Tai	Registration, Kowloon B.O. 10.00 A.M. No late fee.
Shanghai	Anhui	Letters 11.00 A.M. Saturday, 27th, 1.15 P.M. Sunday, 27th, 10.00 A.M. Registration 4.15 P.M. (Registration, with late fee of 10 cents up to 5.00 P.M.)
SIBERIAN MAIL TO EUROPE		Letters 6.00 P.M.

ELECTRIC IRONS

INDISPENSABLE TO EVERY HOUSEHOLD.

THE MISTRESS
can iron her own delicate
laces.

THE MASTER
can iron his own
ties.

THE AMAH
can do all other ironing in
half the time and without
grumbling.

The only CLEAN method of Ironing.

The only HEALTHY method of Ironing.

The only CONVENIENT method of Ironing.

CLEAN because the Iron is Nickel Plated and does not require to be placed over fire.

HEALTHY because you dispense with the necessity for stifling fire, and in the height of summer ironing can be carried on in PERFECT COMFORT without inhaling the poisonous fumes given off by gas or charcoal Irons.

CONVENIENT because the Iron is always ready for immediate use, can be connected to any convenient lamp-holder, and heats up within a couple of minutes.

CAN BE USED FOR SEVERAL HOURS FOR TWENTY CENTS.

WILLIAM C. JACK & CO., LTD.,
Electrical Engineers,
14, DES VUEX ROAD CENTRAL, HONGKONG.

[40]

SHIPPING IN PORT.

STEAMERS		
AMADA, British str., 1,565. C. J. Mattock, 17th August—Shanghai 7th August, Sugar-Jardine, Matheson & Co.		
ASA, American str., 2,936. H. Gaskroog, 23rd Aug.—San Francisco 26th July, General—P. M. S. Co.		
BARON INVERDALE, British str., 2,139. D. Mc-Auley, 4th August—Moji 29th July, Coal—Bradley & Co.		
BEAND, Norwegian str., 1,519. U. Evensen, 21st Aug.—Samarang 11th Aug., Sugar-Aagard, Thorsen & Co.		
CHIYO MAI, Japanese str., 7,250. W. W. Greene, 20th August—San Francisco 19th July, General—Toyo Kisen Kaisha		
CHOWRA, German str., 1,035. F. Schmidt, 7th August—Bangkok 1st August, Timber and Rice—Norddeutscher Lloyd.		
DEVAWONGSE, German str., 1,057. Schultzzen, 24th August—Bangkok 17th August, Rice—Butterfield & Swire.		
EXPRESS OF CHINA, British str., 3,046. W. Davison, R.N.R., 18th August—Vancouver 27th July, General and Cargo—Canadian Pacific Railway Co.		
FOOCHOW, British str., 1,223. Vincent, 8th August—Hongay 5th August, Coal—Butterfield & Swire.		
GERMANY, German str., 600. C. Tysen, 3rd August—Sydney 27th July, Copra-Siemens & Co.		
GLENNSK, British str., 1,234. J. Rafferty, 21st August—Karatun 14th August, Coal—Shaw, Thomas & Co.		
HAICHING, British str., 1,267. W. C. Pasmore, 24th August—Foochow, Amoy via Swatow 23rd August, General—Douglas, Lapraik & Co.		
HANGHANG, British str., 1,356. S. Wilde, 23rd Aug.—Shanghai and Swatow 22nd Aug., General—Jardine, Matheson & Co.		
HELENE, German str., 771. H. Bendixen, 21st August—Tourane 16th and Hoikow 20th August, General and Pigs—Jebson & Co.		
HUNAN, British str., 1,145. Benson, 20th Aug.—Saigon 16th August, Rice—Butterfield & Swire.		
JOHANNE, German str., 960. M. Island, 22nd August—Swatow 21st August, General—Jebson & Co.		
JOSHIA MARU, Japanese str., 702. H. Murayama, 24th August—Swatow 23rd August, General—Osaka Shosen Kaihatsu.		
KIANG CHING, Chinese str., 1,024. Brissander, 22nd August—Haiphong 19th Aug., Coal—Chines.		
KUMSANG, British str., 2,078. W. G. G. Leask, 18th August—Calcutta 4th Peony 9th and Singapore 13th August, General—Jardine, Matheson & Co.		
MAURIS, British str., 1,347. Weirall, 18th August—Sandakan 12th August, Timber and General—Jardine, Matheson & Co.		

The Most Celebrated Cigarette in the World.

WILL'S'S

"THREE CASTLES"

MILD MEDIUM MAGNUMS

(Green label)

(Yellow label)

(large size)

In 20'S Packets or 50'S Air-Tight Tins.

These popular Cigarettes are manufactured in BRISTOL from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILL'S have acquired during the 200 years which have elapsed since their business was established.

SOLD EVERYWHERE.

W. D. & H. O. WILL'S.
BRISTOL AND LONDON.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

August 25th.

ON LONDON	— Telegraphic Transfer	1/3
	Bank Bills, on demand	1/9
	Bank Bills, at 30 days sight	1/9
	Bank Bills, at 4 months sight	1/9
	Credits, at 4 months' sight	1/9
	Documentary Bills 4 months' sight	1/9
ON PARIS	— Bank Bills, on demand	22/4
	Credits, at 4 months' sight	22/4
ON GERMANY	— On demand	18/2
	Bank Bills, on demand	43/4
	Credits, at 60 days' sight	44/4
ON BOMBAY	— Telegraphic Transfer	133/4
	Bank, on demand	133/4
ON CALCUTTA	— Telegraphic Transfer	133/4
	Bank, on demand	133/4
ON SHANGHAI	— Bank at sight	74/4
	Private, 30 days sight	75/4
ON YOKOHAMA	— On demand	57/4
ON MANILA	— On demand—Poso	37/4
ON SINGAPORE	— On demand	76/4
ON BATAVIA	— On demand	107/4
ON HAIPHONG	— On demand	21/4 pm.
ON SAIGON	— On demand	21/4 pm.
ON BANGKOK	— On demand	67/4
OVERSEAS, Bank's Buying Rate	... 1.15	
GOLD LEAF, 100 fine, per tael	\$5.40	
BAR SILVER, per oz.	24/4	
SUBSIDARY COINS.		
Chinese	20 cents pieces	85.24 discount.
Chinese	10 "	16.15 "
Hongkong	20 "	15.15 "
Hongkong	10 "	15.95 "

SIEMSEN & CO.,

Machinery Dept.
Hongkong.

MACHINERY IN STOCK AT HONGKONG.

Complete Suction Gas Plant, 56 H.P.

1 Otto Original Oil Engine, 4½ H.P.

Printing Machines for Foot power, 9 inches by 13 inches and 10 inches by 14½ inches Printing surface.

Round Knitting Machines, 3½ inches and 3¾ inches diameter, complete with needles, etc.

Portable Fire Engines.

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Drilling Machines, for holes up to 1½ inches.

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Duplex Steam Pumps of various sizes.

Gould's Force Pumps.

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Vices.

Pulsometer, capacity, 160 Gallons per minute.

Portable Field Forges.

Mining Tools and Implements,

etc., etc., etc.

Prospectus, Estimates, etc., Free.

1860

OPUM.

August 25th.

VESSELS IN DOCK.

August 25th.

TAIKOO DOCK	Union, Foochow, Helene.
STEAMERS PASSED THE CANAL.	
July 26th—Ching Wo, Laertes, Yunman.	
29th—Amelia, Armand Bebic, Deudocia, Syria.	
Badenia, August 2nd—Austria, Bengal.	
Delayed through mutilation, Glamorganshire.	
9th—Blomfontein, Denbighshire, Gloucester.	
Alesia, 12th—Menelaus, Nore, Pal Ling, Tonkin.	
15th—Benvenus, Derflinger, Flintshire, Inverclyde, Kintuck, Malta.	
Delayed through mutilation, Patagon, Westphalia, 19th Hirano Maru, Mishima Maru, Pembroke, Prometheus, Tranquebar, Yarra, 19th.	
Delayed through mutilation, Tonkin, Erskine, Ferdinand, 23rd—Intracoastal, Inveresk, Luerton.	

ARRIVALS AT HOME.

August 23rd—Cyclope.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 104, Des Voeux Road Central, Victoria, Hongkong; London Office, 151, Fleet Street, E.C.